

Sub 8
C 60. (Amended) The system as claimed in claim 17, wherein the information signal is digitally encoded with the information.

Please add the following new claims:

Sub 9
121. (New) The method as claimed in claim 3, further comprising a step of storing data when the at least one passenger vehicle becomes disconnected from the information network so that the information can be provided when the at least one passenger vehicle is reconnected to the information network.

122. (New) The method as claimed in claim 3, wherein transmitting the information signal includes transmitting the information signal at a first frequency, and wherein re-transmitting the information signal includes re-transmitting the information signal at a second frequency.

123. (New) The method as claimed in claim 13, wherein the step of monitoring the passenger vehicles includes monitoring a position and a velocity of the passenger vehicles.

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124. (New) The method as claimed in claim 13, further comprising steps of:
transmitting information to the passenger vehicles from the pathway station; and
transmitting information from the passenger vehicles to the pathway station.

125. (New) The system as claimed in claim 29, wherein the pathway station is adapted to monitor a position and velocity of the passenger vehicles along the pathway.

126. (New) The system as claimed in claim 29, wherein the pathway station is adapted to send signals to the passenger vehicles and to receive signals from the passenger vehicles.

127. (New) The system as claimed in claim 29, wherein the pathway control station, the pathway station and the passenger vehicles form an information network, and wherein the pathway control station includes a storage medium to store data relating to one of the passenger vehicles when the one passenger vehicle becomes disconnected from the information network so

that the information can be provided when the one passenger vehicle is reconnected to the information network.

128. (New) The system as claimed in claim 17, wherein the first transmitter/receiver unit is adapted to re-transmit the information signal at a first frequency, and wherein the additional transmitter/receiver unit is adapted to re-transmit the information signal at a second frequency.

129. (New) The method as claimed in claim 30, wherein the passenger vehicles form an information network, and further comprising a step of storing data when one passenger vehicle becomes disconnected from the information network so that the information can be provided when the one passenger vehicle is reconnected to the information network.

130. (New) The method as claimed in claim 30, wherein transmitting the information signal includes transmitting the information signal at a first frequency, and wherein re-transmitting the information signal includes re-transmitting the information signal at a second frequency.

131. (New) The method as claimed in claim 43, wherein the step of monitoring the passenger vehicles includes monitoring a position and velocity of the passenger vehicles along the pathway.

132. (New) The method as claimed in claim 43, further comprising steps of:
transmitting information to the passenger vehicles from the pathway station; and
transmitting information from the passenger vehicles to the pathway station.

133. (New) The method as claimed in claim 51, wherein the step of re-transmitting the information signal in a plurality of directions includes re-transmitting the information signal in a first direction at a first frequency and re-transmitting the information signal in a second direction at a second frequency.

134. (New) The system as claimed in claim 62, wherein the multibeam antenna is adapted to transmit the information signal in a first direction at a first frequency and to transmit the information signal in a second direction at a second frequency.

135. (New) The system as claimed in claim 79, wherein the pathway station is adapted to monitor a position and velocity of the passenger vehicles along the pathway.

136. (New) The system as claimed in claim 79, wherein the pathway station is adapted to send signals to the passenger vehicles and to receive signals from the passenger vehicles.

137. (New) The system as claimed in claim 81, wherein the pathway control station, the pathway station and the passenger vehicles form an information network, and wherein the pathway control station includes a storage medium that stores data when one passenger vehicle becomes disconnected from the information network so that the information can be provided when the one passenger vehicle is reconnected to the information network.

138. (New) The method as claimed in claim 90, wherein the passenger vehicles form an information network, and further comprising a step of storing data when one passenger vehicle becomes disconnected from the information network so that the information can be provided when the one passenger vehicle is reconnected to the information network.

139. (New) The method as claimed in claim 90, wherein transmitting the information signal includes transmitting the information signal at a first frequency, and wherein re-transmitting the information signal includes re-transmitting the information signal at a second frequency.

140. (New) The method as claimed in claim 93, wherein the step of re-transmitting the information signal in a plurality of directions includes re-transmitting the information signal in a first direction at a first frequency and re-transmitting the information signal in a second direction at a second frequency.

141. (New) The method as claimed in claim 94, wherein the step of monitoring the passenger vehicles includes monitoring a position and velocity of the passenger vehicles along the pathway.

142. (New) The method as claimed in claim 94, further comprising steps of:

transmitting information to the passenger vehicles from the pathway station; and
transmitting information from the passenger vehicles to the pathway station.

143. (New) The communication system as claimed in claim 100, wherein the first transmitter/receiver unit is adapted to re-transmit the information signal at a first frequency, and wherein the at least one additional transmitter/receiver unit is adapted to re-transmit the information signal at a second frequency.

144. (New) The communication system as claimed in claim 107, wherein the pathway station is adapted to monitor a position and a velocity of the passenger vehicles along the pathway.

145. (New) The communication system as claimed in claim 107, wherein the pathway station is adapted to transmit signals to the passenger vehicles and to receive signals from the passenger vehicles.

146. (New) The communication system as claimed in claim 111, wherein the multibeam antenna transmits the information signal in a first direction at a first frequency and transmits the information signal in a second direction at a second frequency.